

AFFAIRS OF THE RAILWAYS.

No Discrimination Against Americans.
In a recent letter to S. F. Pierson, a trunk-line commissioner, in relation to payment of commissions, James Charlton, general passenger and ticket agent of the Chicago & Alton railway, says:

"Now that you ask us to pay you commissions to enable you to cut rates, we cannot understand why you have boycotted us for sixteen months, or why you continue to boycott us because we decline to abolish commissions, and you will remember that your chief objection to the payment of commissions was that they would be used to cut rates. You were present before the Interstate-commerce Commission when the law was passed, and you were witness of your line's payment of commissions in almost every term of office. If it is vile and utterly demoralizing for us to pay commissions, as was contended by the advocates and witnesses of your line at that time, how has it become anything else now at this time for you to demand commissions for the express purpose of cutting rates, and why have you punished us for sixteen months and continue to punish us for paying commissions when you now demand commissions for the express and avowed purpose of cutting rates to benefit newly-imported foreigners thus openly discriminating in their favor against American citizens?"

"We have never been able to see that it was just to pay commissions to immigrant business, to foreign ticket agents, and unjust to pay commissions to purely American business to American ticket agents. We have always been of the opinion that there should be no discrimination. To whatever temporary purpose you may put the commissions which you now require to be paid, these commissions have certainly, to the knowledge of everyone in the business, always been paid to agents and others in this country, and in other countries, for the purpose of securing immigrant business, and when this cruel war is over, I presume these commissions will easily drift into foreign channels."

"We cannot understand why the newly-imported foreign line should be carried at a less rate than the American working-man, or why any American citizen should not be carried at as low rates as American railways as you propose to carry foreigners. The commission you are attempting to attempt to force upon the railways of this country is unfair, and as completely anti-American in principle as it is possible to be."

"As outlined in my message to you of 10th inst., the policy of the Chicago & Alton will be to carry American citizens at as low rates as foreigners, and we will advise our friendly connections that we will accept the same proportions beyond Chicago and beyond St. Louis on first-class American travel that you may be authorized, by any line, to carry foreigners. We purpose making this general and any friendly connection of ours will be authorized to use such proportions at any point East of us."

The Rate Situation.

The trunk-line complications continue, and although an advance in east-bound rates on dressed meats and live stock has been ordered, the position between the trunk lines is far from harmonious. The most troublesome questions to settle seem to be who it was that first began the slashing of rates, and what led to it. Each road claims to be innocent in the matter, and consequently will neither show a disposition to come out manfully and urge a restoration and maintenance of rates. For a short time, the fight seems to have been the most bitter between the Vanderbilt and the Pennsylvania lines. For years at a time these systems have stood together in a very friendly character, and money in the trunk-line pool, recognizing that to prevent all roads from actually losing money it is necessary to maintain rates firmly. A marked change in policy, however, characterized the operations of both roads, and the case that has produced such results, the street thinks, must have been strong. The appointment of a Vanderbilt representative as commissioner pro tem of the trunk-line Association may have somewhat incensed the Pennsylvania, but not sufficiently, it is claimed, to lead to its recent radical action. In the matter of the trunk-line Association, the street is now accepting it as a fact that the basis of all the trunk-line cutting is the Vanderbilt interest in the South Pennsylvania railroad, and that the Pennsylvania's cuts have been made to discourage the construction of the line, by demoralizing trunk-line affairs at a critical time in the South Pennsylvania's history.

Position of the Grand Trunk Road.

The officials of the Grand Trunk road have just completed a very important trip to the west, paying particular attention to its Western divisions. The officials seem unanimous in the opinion that it is a valuable property and in excellent physical condition. The members of the party agree that, aside from the rate troubles, the Grand Trunk was never in better condition. The differential rate question, which is at the bottom of all the disturbances like the last one, can never be settled by fighting. A differential rate, the claim is, is the only legitimate means of getting the practical benefit of the new liberal pooling. The Grand Trunk people claim that their line is the only one that is not the interstate-commerce law. The long and short-haul section is complied with on all portions of the route. The Grand Trunk has both terminal and through rates, and is therefore obliged to make all its through rates with reference to the provisions of the interstate act.

Ohio & Mississippi Earnings.

Below is given a statement of the earnings of the Ohio & Mississippi road for the fiscal year ending June 30, 1888.

Gross earnings	\$3,978,559
Operating expenses	2,734,417
Net earnings	\$1,244,142
Interest on funded debt	\$1,024,716
Funding fund charge	57,000
Net surplus	\$172,326

Considering the failure of the crops on that line and the demoralized condition of the line, the last few months the foregoing statement is certainly not an unfavorable one.

Illness of General Manager Kimball.

OMAHA, Neb., Aug. 17.—Thomas L. Kimball, general manager of the Union Pacific railway, has been ill for the last few days. Wednesday night an alarming change for the worse occurred, and additional medical skill was called. The general surgeon of the Burlington road was sent for, and came on a special train. The patient passed away at 10 o'clock. Mr. Kimball was a native of New York, and his family and friends are feeling more hopeful. Mr. Kimball is suffering from the same ailment that carried away his old friend, J. T. Clarke, of Milwaukee.

Personal, Local and State Notes.

J. S. Barrow has been appointed assistant general ticket agent of the Chicago & Northwestern road.

James McCrea, fourth vice-president and general manager of the Pennsylvania Company's lines west of Pittsburgh, is off on a four weeks' rest.

The earnings of the Lake Erie & Western road the second week in August were \$50,037.65, an increase over earnings corresponding week, 1887, of \$2,259.82.

Commissioner Pierson says that there is no truth in the rumor that he has ordered a withdrawal of his request that Western roads cut emigrant rates by paying commissions.

The friends of C. C. Waite, general manager of the Cincinnati, Hamilton & Dayton road, it is stated, are urging him to cut his road and its immediate connections. It is now expected that competitors of the Lake Shore will make similar reductions.

The Lake Shore has issued a new grain tariff reducing rates to points in the Middle and Western States reached by their own road and its immediate connections. It is now expected that competitors of the Lake Shore will make similar reductions.

It is feared that the postponement of the Illinois Central in reducing rates to Northwestern points for ten days past last Monday is not to accomplish the results hoped, which was the covering of the Chicago, Burlington & Northern into advancing rates.

H. C. Diehl, general manager of the Interstate Dispatch, is in the city on official business. Mr. Diehl states that the business of the line is developing beyond their most sanguine expectations, their tonnage west as well as east-bound being unexpectedly large.

The Pennsylvania Railroad Company does not take kindly to the proposed further advance in rates on southern coal shipped west. They argue that the shipment of grain and other commodities for some weeks to come will be heavy and

consequently returning, the lake vessels can carry a large coal tonnage, and although the proposed advance does not take effect at once it will force the shippers to do all they can by lake vessels, anticipating the advance.

The Alameda railway, California, of which J. H. Woodard, formerly of Indianapolis, better known as "Jayhawker," is president, was expected to start on Monday last with W. B. King as manager. Four trains run each way daily. The road is seventeen miles long.

The earnings of the Baltimore & Ohio road in July were \$21,300 ahead of those of the corresponding month of 1887. Most of the increase in earnings came from the passenger department, which, under the direction of Charles Smith, are improving steadily.

W. K. Morley, superintendent of telegraph of the Chicago & Alton railway, has been appointed superintendent of the Kansas City division of the Chicago & Alton, with headquarters at Rockhouse, where S. D. Weaver, resigned. The appointment will take effect Sept.

It is understood that the present visit of General Manager Stone, of the C. & B. & Q. to New York, is for a double purpose—to express his views as regards passing the dividend, and to submit the proposition made by Arthur and Sargent looking to a settlement of the Burlington strike troubles.

Roadmaster Wright, of the L. N. & O. C. G., carries a gold watch which cost \$400, and is presented to him by the employees on the Ohio & Mississippi road in 1880, and attached to the watch is a gold chain which cost fully as much, and was presented to him by the 100 line employees in 1877, when he left that road.

G. G. Cochran, general freight agent of the N. Y. P. & O. road, was in the city yesterday. He reports traffic with the Erie as assuming old-year fever. He applied to the Senate for this as a matter of humanity and public necessity. He was informed, however, that there would be discussion on the joint resolution, and that it would not come to a vote at that time. It was agreed to adjourn until Monday.

Mr. Frye moved to reconsider the vote for an adjournment till Monday, so that Mr. Morgan might finish his speech to-morrow. There was no quorum voting on this motion, and so the roll was called, when only thirty Senators responded. The roll was again called, and still there was no quorum, and a call of the House was directed to request the attendance of absent Senators. Pending the execution of this order, the Senate adjourned till Monday.

Proceedings of the House.
WASHINGTON, Aug. 17.—On motion of Mr. Forney, of Alabama, the Senate amendments to the sundry civil appropriation bill were non-concurred in and a conference ordered.

Private business having been dispensed with, the House, in the consideration morning hour, resumed consideration of the resolution assigning certain days for general pension legislation, the pending question being on the demand for the previous question. The vote resulted: Yeas, 19; nays, 1—yeas and nays.

Mr. Payson, of Illinois, asked unanimous consent that the hour should be extended until the resolution was disposed of, but a demand for the regular order, made by Mr. Blount, of Georgia, operated as an objection.

A conference report on the bill granting a right of way to the Utah & Northern Railroad Company through the Fort Hall reservation, Idaho, was agreed to.

Mr. Burnes, of Missouri, then moved that the House go into committee of the whole on the bill to amend an act to divide the whole of the State of Missouri into two equal parts, and a division of the whole of the State into two equal parts, and a call of the House was ordered. One hundred and seventy-four members having responded to their names, further proceedings under the call were dispensed with.

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A case of necessity.

It is said that the telephone sharpens the hearing. A man has not to sharpen up his hearing, or he will find little use for a telephone.

"I CANNOT praise Hood's Sarsaparilla half enough," says a mother whose son, almost blind with scrofula, was cured by this medicine.

THEY DID IT.

What? Cured among others the following. They write:

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matter, and any person who shall take the same, or cause the same to be taken, from the mails for the purpose of circulating or disposing of, or aiding in the circulation or disposition of, the same, shall be deemed to be guilty of a crime, and shall be fined not more than \$5,000 or imprisoned not more than five years, or both, at the discretion of the court. And all offenses committed under the section of which this act is amendatory, prior to the approval of this act, may be prosecuted and punished under the same, in the same manner and with the same effect as if this act had not been passed; provided, that nothing in this act shall authorize any person to open any letter or sealed matter of the first class, or to open any letter or sealed matter of the second class, or to open any letter or sealed matter of the third class, or to open any letter or sealed matter of the fourth class, or to open any letter or sealed matter of the fifth class, or to open any letter or sealed matter of the sixth class, or to open any letter or sealed matter of the seventh class, or to open any letter or sealed matter of the eighth class, or to open any letter or sealed matter of the ninth class, or to open any letter or sealed matter of the tenth class, or to open any letter or sealed matter of the eleventh class, or to open any letter or sealed matter of 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